

Serial Nos. eligible	The Federal Republic of Germany Certificate of Airworthiness for Export endorsed as noted below under "Certification basis" must be submitted for each individual aircraft for which application for certification is made.
Certification basis	<p>CAR 10. Type Certificate No. A81N issued October 27, 1962. Application for Type Certificate dated October 27, 1959.</p> <p>Each aircraft and any replacement parts manufactured in Germany must be designated as "import" and clearly labeled as such in accordance with CAR 10.30.</p> <p>A U.S. Airworthiness Certificate may be issued on the basis of a Certificate of Airworthiness for Export signed by representative of the Luftfahrt-Bundesamt, containing the following statement: "The airplane covered by this certificate has been examined and found to comply with U. S. Civil Air Regulation Part 3, dated May 15, 1956, including Amendments 3-1 through 3-6 and conforms to TC A81N."</p>
Equipment	<p>The basic required equipment as prescribed in the applicable airworthiness regulations (see Certification basis) must be installed in the aircraft for certification. In addition, the following items of equipment are required:</p> <p>(a) Luftfahrt-Bundesamt approved Airplane Flight Manual (b) Stall warning indicator</p>
NOTE 1.	Current weight and balance report including list of equipment in certificated empty weight, and loading instructions, when necessary, must be provided for each aircraft at the time of original certification.
NOTE 2.	<p>The following placards must be displayed as indicated:</p> <p>(a) On the instrument panel in full view of the pilot: "THIS AIRPLANE MUST BE OPERATED AS A NORMAL CATEGORY AIRPLANE IN COMPLIANCE WITH THE OPERATING LIMITATIONS OF THE AIRPLANE FLIGHT MANUAL. NO ACROBATIC MANEUVERS, INCLUDING SPINS, APPROVED." "MAX. PERMISSIBLE DIVE SPEED: 180 KNOTS, MAX. SPEED WITH FLAPS EXTENDED: 86 KNOTS." "MANEUVERING SPEED: 113 KT." (b) In cockpit above the doors: "IN CASE OF EMERGENCY DOORS MAY BE JETTISONED BY ACTUATING DOOR JETTISON HANDLES." (c) In cabin: "MAX. LOAD 1210 LB. (550 KG.). ADHERE TO LOADING CHART." (d) In luggage compartment: "MAX. LUGGAGE LOAD 132 LB. (60 KG.). ADHERE TO LOADING CHART. STRAP BALLAST. WHEN ON CARGO-TRANSPORT DUTIES, DO NOT LOAD THIS COMPARTMENT."</p>
NOTE 3.	<p>DORNIER Model Do 27 Q-5 serial number 2072 may be converted to a Model Q-6 when the following changes are incorporated:</p> <ol style="list-style-type: none"> a. Modification of the cabin (cockpit) floor in accordance with Dornier drawings 27.126-25 and 27.150-21. b. Installation of a stall warning system in accordance with Dornier drawings 27.836-06, 27.836-07 and 27.836-08. c. Modification of the primary control systems bellcranks and control surface junctions by securing bolts with castellated nuts and cotter pins. d. Installation of a protective enclosure for the fuel filter/fuel shutoff valve which complies with FAR 23.1191(h). e. Addition of a second identification plate stating "CONVERTED TO MODEL Do 27 Q-6" with the date of conversion. f. Model Do 27 Q-6 Airplane Flight Manual.

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